Transportation Equipment

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Change in 2005 from 2004:

U.S. trade deficit: Decreased by $6.9 billion (7 percent) to $90.9 billion
U.S. exports: Increased by $24.6 billion (16 percent) to $180.5 billion
U.S. imports: Increased by $17.7 billion (7 percent) to $271.5 billion

The trade deficit for transportation equipment narrowed by $6.9 billion (7 percent) in 2005 to $90.9 billion. The improvement in this sector deficit was led by strong growth in U.S. exports of goods such as aircraft, spacecraft, and related equipment; aircraft engines and gas turbines; construction and mining equipment; and motor vehicles.

Canada continued to be the largest U.S. trading partner in transportation equipment, accounting for 28 percent of U.S. imports and 32 percent of U.S. exports in 2005 (table TE-1). The automotive industries in the United States and Canada are highly integrated, leading to large volumes of two-way trade in motor vehicles and motor-vehicle parts.

Japan and Mexico are also leading U.S. trading partners in transportation equipment, retaining their second and third spots for overall trade. Japan is a leading motor vehicle and motor-vehicle parts producer, and U.S. demand for vehicles from Japan, as well as demand for Japanese motor-vehicle parts for use in vehicle assembly in the United States by "transplants" from Japan, accounts for a significant portion of transportation equipment trade with Japan. Over the last decade, Mexico has grown both as a global automotive producer and as a U.S. trading partner in the automotive sector.

Motor vehicles accounted for the bulk of U.S. transportation equipment imports, reaching $146.2 billion in 2005 (table TE-2). The principal U.S. export group for 2005 was aircraft, spacecraft, and related equipment, which accounted for $48 billion in transportation equipment exports.

The transportation equipment products with the largest year-to-year import shifts (table TE-2), in terms of value, included increased U.S. imports of certain motor vehicle parts; motor vehicles; internal combustion piston engines other than for aircraft; and construction and mining equipment. U.S. imports of motor-vehicle parts rose $3.9 billion in 2005, while exports increased $0.6 billion, widening the deficit in certain motor-vehicles parts trade by $3.3 billion (45 percent) in 2005 to $10.6 billion. U.S. imports of motor vehicles grew by $3.4 billion (2 percent) to $146.2 billion, driven by the popularity of Japanese- and German-built passenger vehicles.

The rise in imports from Canada ($1.8 billion, or 4 percent) was propelled by U.S. imports of both best-selling Chrysler and GM models and the new Honda Ridgeline truck.

U.S. imports of nonaircraft engines rose by $2.4 billion (13 percent) to $21 billion in 2005. Most of the engines from the three chief sources–Japan, Canada, and Mexico–went to the domestic automobile industry.

Table TE-1

Transportation equipment: U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. exports of domestic merchandise:							
Canada	44,207	46,733	48,568	52,268	58,366	6,098	11.7
Japan	6,812	8,099	8,402	7,947	8,442	495	6.2
Mexico	14,953	14,524	13,725	15,882	16,871	989	6.2
Germany	7,452	6,961	7,932	6,534	6,869	335	5.1
United Kingdom	9,234	6,970	7,526	6,744	7,361	617	9.2
Korea	3,510	3,364	2,809	3,126	3,594	468	15.0
France	5,760	6,042	4,288	6,631	6,789	158	2.4
China	3,198	4,293	3,757	3,835	6,440	2,606	67.9
Brazil	3,855	3,116	2,458	3,763	3,955	192	5.1
Italy	1,555	2,651	2,722	2,158	2,052	-106	-4.9
All other	43,789	41,903	40,759	47,013	59,776	12,763	27.1
Total	144,325	144,655	142,948	155,902	180,517	24,615	15.8
EU-15	33,844	31,778	32,237	34,481	36,013	1,532	4.4
EU-25	34,331	32,269	33,155	35,475	36,916	1,441	4.1
OPEC	5,832	5,641	4,769	5,778	11,647	5,869	101.6
Latin America	23,859	22,226	20,303	24,595	27,606	3,011	12.2
CBERA	1,473	1,756	1,700	1,537	1,889	352	22.9
Asia	24,123	25,073	24,576	25,421	30,897	5,476	21.5
Sub-Saharan Africa	2,856	1,877	2,284	2,893	4,035	1,143	39.5
Central and Eastern Europe	523	389	751	997	858	-139	-13.9
U.S. imports of merchandise for consumption:							
Canada	64,781	65,462	66,727	73,154	77,209	4,054	5.5
Japan	52,200	55,583	53,274	56,745	62,308	5,563	9.8
Mexico	31,046	31,117	30,664	33,025	34,451	1,425	4.3
Germany	23,916	24,978	27,346	29,008	31,874	2,866	9.9
United Kingdom	9,831	10,147	10,485	10,483	12,351	1,868	17.8
Korea	7,810	8,282	9,836	12,241	12,450	209	1.7
France	10,437	9,161	7,941	8,012	7,338	-674	-8.4
China	1,773	2,302	3,072	4,548	6,072	1,524	33.5
Brazil	3,463	3,739	3,877	4,779	4,651	-128	-2.7
Italy	2,388	2,395	2,425	2,918	3,725	806	27.6
All other	14,264	13,980	16,567	18,862	19,037	175	0.9
Total	221,907	227,147	232,212	253,775	271,464	17,689	7.0
EU-15	54,414	53,599	56,103	59,846	64,609	4,762	8.0
EU-25	55,174	54,381	57,837	61,629	66,049	4,420	7.2
OPEC	339	344	501	356	393	36	10.2
Latin America	34,821	35,223	34,929	38,238	39,580	1,341	3.5
CBERA	60	70	69	84	84	(2)	-0.3
Asia	64,395	69,115	69,476	77,346	85,229	7,883	10.2
Sub-Saharan Africa	399	621	823	651	389	-262	-40.2
Central and Eastern Europe	799	842	1,769	1,853	1,589	-264	-14.3

See footnote(s) at end of table.

Table TE-1—*Continued*

Transportation equipment: U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. merchandise trade balance:							
Canada	-20,574	-18,730	-18,159	-20,886	-18,842	2,044	9.8
Japan	-45,388	-47,484	-44,872	-48,797	-53,866	-5,069	-10.4
Mexico	-16,093	-16,593	-16,939	-17,143	-17,579	-436	-2.5
Germany	-16,464	-18,017	-19,414	-22,473	-25,005	-2,531	-11.3
United Kingdom	-597	-3,177	-2,958	-3,739	-4,990	-1,251	-33.4
Korea	-4,300	-4,918	-7,027	-9,115	-8,856	259	2.8
France	-4,677	-3,119	-3,652	-1,381	-549	832	60.2
China	1,425	1,990	686	-713	369	1,082	([3])
Brazil	392	-623	-1,419	-1,016	-696	321	31.6
Italy	-833	256	297	-760	-1,672	-912	-119.9
All other	29,526	27,923	24,192	28,151	40,739	12,588	44.7
Total	-77,583	-82,492	-89,264	-97,873	-90,947	6,926	7.1
EU-15	-20,570	-21,820	-23,866	-25,365	-28,596	-3,231	-12.7
EU-25	-20,843	-22,112	-24,682	-26,155	-29,133	-2,979	-11.4
OPEC	5,492	5,297	4,269	5,422	11,254	5,832	107.6
Latin America	-10,961	-12,997	-14,625	-13,643	-11,974	1,670	12.2
CBERA	1,414	1,686	1,631	1,453	1,805	352	24.2
Asia	-40,272	-44,042	-44,900	-51,925	-54,332	-2,407	-4.6
Sub-Saharan Africa	2,457	1,256	1,461	2,241	3,646	1,405	62.7
Central and Eastern Europe	-276	-453	-1,017	-857	-731	126	14.7

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[2]Less than $500,000.
[3]Not meaningful for purposes of comparison.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2005.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Table TE-2
Leading changes in U.S. exports and imports of transportation equipment, 2001–2005[1]

Industry/commodity group	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
	Million dollars						
U.S. EXPORTS:							
Increases:							
Aircraft, spacecraft, and related equipment (ET013)	42,535	41,447	37,835	40,076	47,981	7,905	19.7
Motor vehicles (ET009)	22,651	26,209	29,379	29,979	34,681	4,702	15.7
Construction and mining equipment (ET004)	9,903	9,504	9,461	11,689	15,418	3,729	31.9
Aircraft engines and gas turbines (ET001)	16,524	15,498	14,742	17,706	20,771	3,065	17.3
Internal combustion piston engines, other than for aircraft (ET002)	12,408	13,069	12,741	13,444	14,969	1,525	11.3
All other	40,304	38,927	38,791	43,007	46,697	3,690	8.6
TOTAL	144,325	144,655	142,948	155,902	180,517	24,615	15.8
U.S. IMPORTS:							
Increases:							
Certain motor-vehicle parts (ET010)	23,977	27,761	30,897	35,045	38,908	3,862	11.0
Motor vehicles (ET009)	127,257	133,264	134,286	142,750	146,169	3,419	2.4
Construction and mining equipment (ET004)	5,260	5,302	5,904	8,844	11,607	2,764	31.2
Internal combustion piston engines, other than for aircraft (ET002)	13,657	14,841	16,250	18,682	21,035	2,352	12.6
Aircraft engines and gas turbines (ET001)	13,548	10,993	8,834	9,642	11,243	1,601	16.6
All other	38,209	34,986	36,042	38,812	42,503	3,691	9.5
TOTAL	221,907	227,147	232,212	253,775	271,464	17,689	7.0

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.

Note.—Calculations based on unrounded data.

Source: Compiled from official statistics of the U.S. Department of Commerce.

U.S. imports of construction and mining equipment amounted to $11.6 billion, an increase of $2.8 billion. Parts for construction and mining equipment and self-propelled excavation equipment contributed to this rise. The group's trade surplus rose by $965 million (34 percent) to $3.8 billion, as U.S. exports outpaced U.S. imports in 2005.

The largest shift in exports of U.S. transportation equipment occurred in the following commodities: motor vehicles; aircraft, spacecraft, and related equipment; construction and mining equipment; aircraft engines and gas turbines; and nonaircraft engines. U.S. exports of aircraft, spacecraft and related equipment rose on increasing global demand for large civil aircraft (LCA), and parts for the existing fleet of LCA. Total U.S. exports of this group rose by $7.9 billion (20 percent) to $48 billion, with LCA representing $18.8 billion (39 percent), and parts for civil aircraft accounting for $11 billion (23 percent). Principal export markets in 2005 included Asia ($18.4 billion) and the OPEC nations ($4.5 billion). Strong exports led to a $7.9 billion rise (34 percent) in the trade surplus for such goods, reaching $31.5 billion in 2005.

U.S. exports of motor vehicles rose $4.7 billion (16 percent) to $34.7 billion in 2005, resulting in a $1.3 billion (1 percent) decline in the trade deficit of such products, now standing at $111.5 billion. U.S. exports of construction and mining equipment rose $3.7 billion (32 percent) to $15.4 billion, the bulk of which was made up of construction and mining equipment parts valued at $8.9 billion. Other products contributing to the rise were off-highway dump trucks and self-propelled front-end shovel loaders.

Aircraft engines and gas turbine exports increased $3.1 billion to $20.8 billion. Principal markets for these goods were France, the United Kingdom, Canada, and Germany. U.S. exports of turbojet and turbopropeller engine parts increased by $574 million (9 percent) to $7.1 billion, while exports of turbofan engines whose thrust exceeded 25 kiloNewtons (kN) increased by $649 million (15 percent) to $4.5 billion. Imports of this commodity group grew by $1.6 billion (17 percent) to $11.2 billion. Parts for aircraft and nonaircraft engines, together with turbofan engines of a thrust exceeding 25 kN, accounted for the majority of this increase. The U.S. trade surplus in these goods increased by $1.5 billion (18 percent) to $9.5 billion in 2005, as the rise in exports was nearly double the rise in imports ($3.1 billion vs. $1.6 billion, respectively).

U.S. exports of internal combustion piston engines other than for aircraft grew by $1.5 billion (11 percent) to $15 billion, led by exports of diesel engines and related parts. Canada and Mexico accounted for the largest absolute growth in this sector, receiving $10.4 billion (70 percent) of such exports in 2005.

Aircraft Engines, Other Gas Turbines, and Parts Thereof

Change in 2005 from 2004:

U.S. trade surplus: Increased by $1.5 billion (18 percent) to $9.5 billion
U.S. exports: Increased by $3.1 billion (17 percent) to $20.8 billion
U.S. imports: Increased by $1.6 billion (17 percent) to $11.2 billion

In 2005, the U.S. trade surplus in aircraft engines, other gas turbines, and parts continued to grow (table TE-3), led by the increase in U.S. exports of parts for turbojet and turbopropeller engines, and increased exports of jet engines with a thrust exceeding 25 kiloNewtons (kN). Reasons for this increase included greater demand from foreign engine manufacturers and airlines seeking U.S.-made parts to build or repair aircraft engines and restock their parts supplies as airlines began heavier utilization of their aircraft. The increased use of aircraft was linked to an increase in passenger traffic, which has returned to levels that existed prior to the September 11, 2001, terrorist attacks. In 2005, foreign airlines continued to grow at a faster rate than U.S. airlines, further increasing their need for parts.[1]

U.S. exports

In 2005, the three leading categories of sector exports by value were parts for turbojet and turbopropeller engines used in civil aircraft, turbofan engines whose thrust exceeded 25 kN, and parts of nonaircraft gas turbines. U.S. exports of turbojet and turbopropeller engine parts increased $574 million (9 percent) to $7.1 billion, while exports of these engines increased $649 million (15 percent) to $4.5 billion. U.S. exports of parts for nonaircraft gas turbines declined modestly to $2.5 billion (3 percent).

The top three U.S. export destinations for parts of gas turbine engines, representing 49 percent of total U.S. exports of these goods, were France, with an increase of $213 million (15 percent) to $1.6 billion; the United Kingdom, increasing by $372 million (58 percent) to $1 billion; and Singapore, with a decline of $8 million (1 percent) to $822 million.

The majority of U.S. exports of turbojet or turbopropeller engines whose thrust exceeded 25kN were designed for civil aircraft, and accounted for $4.3 billion of the total U.S. exports of all such engines. In 2005, U.S. exports to France, the largest export market for these engines, increased $219 million (19 percent) to $1.4 billion. U.S. exports of these engines to Canada, the next largest market, decreased $11 million (2 percent) to $604 million but increased to the United Kingdom by $245 million (79 percent) to $557 million. France is a prime destination for both aircraft engines and engine parts, as Airbus assembles large civil aircraft there. The decline in exports to Canada is attributable to declining regional jet deliveries by Bombardier in 2005.[2]

U.S. exports of parts for nonaircraft turbine engines declined by $67 million (3 percent) to $2.5 billion in 2005. Major markets for these U.S. exports were Mexico ($229 million), France ($174 million), Canada ($167 million), Belgium ($150 million), and China ($150

[1] In 2005, U.S. passenger airlines lost $12.8 billion, (cargo airlines showed a $1.1 billion profit) compared with global airlines who lost an estimated $6 billion. FAA, *FAA Aerospace Forecasts: Fiscal Years 2006-2017*, 11, 17.

[2] Bombardier delivered 113 regional jets in 2005, down from 142 in 2004. SpeedNews, *Commercial Aircraft Orders and Deliveries - December 31, 2005.*

Table TE-3
Aircraft engines and gas turbines (ET001): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. exports of domestic merchandise:							
France	2,967	2,750	2,230	2,938	3,515	577	19.6
United Kingdom	1,823	1,568	1,711	1,606	2,314	708	44.0
Canada	1,971	1,789	1,646	1,671	1,854	184	11.0
Germany	1,565	1,424	1,427	1,506	1,811	305	20.2
Japan	1,394	1,230	1,043	1,237	1,224	-13	-1.1
Singapore	679	723	757	1,094	1,243	150	13.7
Brazil	1,322	1,023	739	1,012	1,140	127	12.6
Mexico	439	523	419	486	627	141	29.0
Italy	435	556	604	508	638	131	25.7
Korea	203	364	318	524	635	111	21.3
All other	3,727	3,548	3,848	5,124	5,769	645	12.6
Total	16,524	15,498	14,742	17,706	20,771	3,065	17.3
EU-15	7,948	7,447	7,096	8,053	9,992	1,940	24.1
EU-25	8,025	7,501	7,152	8,153	10,175	2,022	24.8
OPEC	279	390	520	872	1,045	173	19.9
Latin America	2,057	1,899	1,522	1,831	2,170	339	18.5
CBERA	94	70	157	123	140	17	13.9
Asia	2,964	3,061	2,959	3,987	4,388	401	10.1
Sub-Saharan Africa	80	63	53	76	119	42	55.6
Central and Eastern Europe	73	48	43	102	181	79	77.4
U.S. imports of merchandise for consumption:							
France	3,145	2,630	2,096	2,281	2,842	561	24.6
United Kingdom	3,614	2,803	2,100	2,050	2,247	197	9.6
Canada	2,465	2,300	1,594	1,677	1,801	123	7.4
Germany	1,479	1,028	800	1,006	1,216	211	20.9
Japan	902	517	567	667	745	78	11.7
Singapore	50	66	59	77	105	28	36.1
Brazil	24	20	9	14	6	-8	-56.5
Mexico	174	177	217	275	337	63	22.8
Italy	389	265	234	257	326	68	26.5
Korea	226	185	140	150	210	60	40.3
All other	1,079	1,003	1,018	1,189	1,408	219	18.4
Total	13,548	10,993	8,834	9,642	11,243	1,601	16.6
EU-15	8,997	7,065	5,553	5,971	7,139	1,169	19.6
EU-25	9,051	7,138	5,659	6,098	7,274	1,176	19.3
OPEC	11	2	4	4	6	3	68.2
Latin America	201	200	228	295	349	54	18.3
CBERA	1	1	(2)	(2)	1	1	515.9
Asia	1,318	897	890	1,109	1,279	170	15.3
Sub-Saharan Africa	(2)	2	2	2	2	(2)	-13.5
Central and Eastern Europe	68	88	113	153	165	12	7.5

See footnote(s) at end of table.

Table TE-3—*Continued*
Aircraft engines and gas turbines (ET001): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. merchandise trade balance:							
France	-179	120	133	658	673	15	2.4
United Kingdom	-1,791	-1,235	-388	-444	67	510	([3])
Canada	-494	-511	52	-6	54	60	([3])
Germany	86	396	627	501	595	94	18.8
Japan	493	713	476	570	479	-91	-15.9
Singapore	629	657	698	1,016	1,138	122	12.0
Brazil	1,298	1,004	730	999	1,134	135	13.5
Mexico	265	346	201	212	290	78	37.0
Italy	45	291	370	250	313	62	24.9
Korea	-23	179	178	374	425	51	13.7
All other	2,648	2,545	2,830	3,935	4,362	426	10.8
Total	2,976	4,505	5,907	8,064	9,528	1,464	18.2
EU-15	-1,049	382	1,543	2,082	2,853	771	37.0
EU-25	-1,026	363	1,493	2,055	2,901	846	41.2
OPEC	268	388	517	868	1,038	171	19.7
Latin America	1,856	1,699	1,294	1,536	1,821	285	18.6
CBERA	93	69	156	123	139	16	13.2
Asia	1,646	2,164	2,069	2,878	3,109	231	8.0
Sub-Saharan Africa	80	61	51	74	116	43	57.9
Central and Eastern Europe	5	-40	-70	-51	17	68	([3])

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[2]Less than $500,000.
[3]Not meaningful for purposes of comparison.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2005.

Source: Compiled from official statistics of the U.S. Department of Commerce.

million). These engines are used in stationary power units used for electrical generation and gas- and oil-line pumping stations.

U.S. imports

Total U.S. imports of aircraft engines, other gas turbines, and parts rose because of increased aircraft demand. Parts of turbojet or turbopropeller engines were the largest import category in this sector during 2005, rising $801 million (16 percent) to $5.9 billion. Principal sources of these parts included France, the United Kingdom, and Germany, together accounting for $3.7 billion (63 percent) of U.S. imports of these parts. In 2005, U.S. imports of aircraft turbojets exceeding 25kN in thrust grew by $479 million (28 percent) to $2.2 billion. Principal sources in 2005 of U.S. imports were France ($835 million, an increase of 59 percent), the United Kingdom ($613 million, a decline of 7 percent), and Canada ($340 million, an increase of 20 percent). SNECMA, a French aerospace company, is a partner with GE Aircraft Engines in a joint venture known as CFM International. CFM is the sole engine supplier for Boeing's 737 series aircraft. In 2004, Boeing delivered 202 of this aircraft type; such deliveries rose to 212 in 2005, thus increasing the demand for this engine.[3]

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[3] Boeing Company, *Orders and Deliveries*.

Internal Combustion Piston Engines, Other Than for Aircraft

Change in 2005 from 2004:

U.S. trade deficit: Increased by $827 million (16 percent) to $6.1 billion
U.S. exports: Increased by $1.5 billion (11 percent) to $15.0 billion
U.S. imports: Increased by $2.4 billion (13 percent) to $21.0 billion

The trade deficit in motor-vehicle engines and related components rose by $827 million (16 percent) in 2005. As part of the larger automotive industry, trade shifts in the engine sector often reflect U.S. and foreign automotive firms' global production/sourcing strategies, intracompany shipments, vehicle model changes, and increased internationalization of the industry. The extensive integration of the U.S. industry with those of NAFTA partners Canada and Mexico contributes to these countries' dominance of sector trade. Canada and Mexico are leading engine manufacturing locations for U.S. vehicle makers.[1] Additionally, Japanese and German transplants continue to source a portion of their engine requirements from home suppliers.[2]

U.S. exports

Increases in exports of diesel engines for motor vehicles as well as parts for spark-ignition engines offset a slight decline in exports of certain large spark-ignition engines to spur 11 percent growth in exports of this category to nearly $15.0 billion (table TE-4). Traditional leading markets Canada and Mexico continue to account for the bulk of U.S. exports of engines and related parts, with $10.4 billion (70 percent) of such exports in 2005. Canada and Mexico accounted for the largest absolute growth in exports of sector products, but lagged most secondary markets, such as Germany, Italy, and China, in terms of percentage increases. Engine demand by the non-automotive sector (largely agricultural and horticultural equipment and machinery) drove export increases to these three countries.

U.S. imports

U.S. engine imports from nearly all sources increased in 2005, with Germany, Brazil, Italy, and China reporting double-digit growth that contributed to a 13 percent increase in such imports to $21.0 billion (table TE-4). U.S. imports of engines and related parts from Canada increased by nearly 9 percent to $4.7 billion, and imports from Mexico increased by 7 percent to $4.4 billion, as the two NAFTA partners accounted for 43 percent of such imports. Engines and related parts imported from Japanese facilities for use in the growing U.S. motor vehicle and engine output of Japanese transplants contributed to Japan's position as the leading U.S. import source of these products. U.S. imports from Japan rose by 10 percent ($514 million) to $5.7 billion in 2005. The growth in sector imports from Germany is largely attributable to the increase in the number of models produced at U.S. vehicle assembly plants

[1] For example, Canada reportedly supplied seven engine models for General Motors and six models for Ford in 2005. *Ward's Engine & Vehicle Technology Update*, "2006 Light Vehicle Engines."

[2] For example, Mitsubishi sources its engine requirements for its U.S. vehicle assembly operations from Japan and DaimlerChrysler sources engines from Germany for its U.S.-made Mercedes-Benz vehicles. *Ward's Engine & Vehicle Technology Update*, "2006 Light Vehicle Engines."

Table TE-4
Internal combustion piston engines, other than for aircraft (ET002): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. exports of domestic merchandise:							
Canada	6,719	6,614	6,640	6,899	7,595	695	10.1
Mexico	1,917	2,095	2,031	2,665	2,834	170	6.4
Japan	375	815	639	233	280	48	20.4
Germany	225	220	165	144	240	96	66.5
United Kingdom	805	774	680	638	576	-62	-9.7
Brazil	152	187	185	149	151	2	1.2
Italy	145	172	156	147	216	69	47.0
China	87	83	115	161	248	87	54.1
Belgium	272	330	334	372	466	94	25.4
Australia	271	330	338	396	414	18	4.6
All other	1,440	1,449	1,458	1,640	1,948	308	18.8
Total	12,408	13,069	12,741	13,444	14,969	1,525	11.3
EU-15	1,801	1,842	1,735	1,666	1,968	302	18.1
EU-25	1,821	1,858	1,753	1,690	1,995	305	18.1
OPEC	242	170	154	197	270	74	37.5
Latin America	2,402	2,537	2,454	3,113	3,370	257	8.3
CBERA	88	72	60	66	81	14	21.4
Asia	800	1,268	1,107	825	1,028	203	24.6
Sub-Saharan Africa	36	40	48	53	60	7	12.7
Central and Eastern Europe	22	17	11	19	29	10	53.4
U.S. imports of merchandise for consumption:							
Canada	3,315	3,436	3,764	4,314	4,683	369	8.5
Mexico	2,403	2,633	3,024	4,110	4,399	289	7.0
Japan	4,752	4,933	4,995	5,218	5,732	514	9.8
Germany	1,380	1,600	1,804	1,833	2,204	371	20.2
United Kingdom	585	597	581	578	561	-17	-2.9
Brazil	308	546	653	708	953	246	34.7
Italy	117	171	230	369	519	150	40.8
China	79	122	190	266	389	123	46.1
Belgium	39	38	28	19	26	7	39.9
Australia	15	21	28	26	26	(2)	0.9
All other	663	744	953	1,241	1,542	301	24.2
Total	13,657	14,841	16,250	18,682	21,035	2,352	12.6
EU-15	2,447	2,743	3,067	3,378	3,960	582	17.2
EU-25	2,484	2,780	3,132	3,437	4,020	583	16.9
OPEC	4	5	8	8	13	4	50.9
Latin America	2,737	3,210	3,717	4,867	5,408	542	11.1
CBERA	2	2	2	5	5	-1	-12.8
Asia	5,044	5,316	5,525	5,929	6,759	831	14.0
Sub-Saharan Africa	7	15	16	28	43	15	53.3
Central and Eastern Europe	38	38	66	61	63	2	3.2

See footnote(s) at end of table.

Table TE-4—*Continued*

Internal combustion piston engines, other than for aircraft (ET002): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. merchandise trade balance:							
Canada	3,403	3,178	2,876	2,586	2,912	327	12.6
Mexico	-486	-538	-993	-1,446	-1,564	-119	-8.2
Japan	-4,377	-4,119	-4,356	-4,986	-5,452	-466	-9.3
Germany	-1,155	-1,380	-1,639	-1,689	-1,964	-275	-16.3
United Kingdom	219	177	98	60	15	-45	-75.3
Brazil	-155	-359	-468	-559	-803	-244	-43.6
Italy	28	1	-74	-222	-303	-81	-36.7
China	8	-39	-75	-106	-141	-36	-33.8
Belgium	233	292	306	353	440	87	24.6
Australia	256	309	310	370	388	18	4.8
All other	777	705	506	399	407	7	1.9
Total	-1,249	-1,771	-3,509	-5,238	-6,065	-827	-15.8
EU-15	-646	-901	-1,331	-1,712	-1,992	-280	-16.4
EU-25	-663	-922	-1,380	-1,748	-2,025	-277	-15.9
OPEC	238	165	146	188	258	69	36.9
Latin America	-336	-672	-1,263	-1,754	-2,039	-285	-16.2
CBERA	85	70	58	61	76	15	24.3
Asia	-4,244	-4,047	-4,418	-5,104	-5,731	-628	-12.3
Sub-Saharan Africa	29	25	31	25	17	-8	-31.9
Central and Eastern Europe	-16	-20	-55	-42	-34	8	19.3

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.

[2]Less than $500,000.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2005.

Source: Compiled from official statistics of the U.S. Department of Commerce.

of BMW and Mercedes-Benz, which source engines from their German operations.[3] U.S. imports from Germany rose by 20 percent in 2005 to $2.2 billion. U.S. imports of engines for machinery and equipment led the increase from Brazil; marine engines propelled the growth in U.S. imports from Italy; and the rise in U.S. imports from China largely occurred in the engine parts sector.

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[3] Schweinsberg, "Mercedes not eying U.S. engine build," 4.

Construction and Mining Equipment

Change in 2005 from 2004:

U.S. trade surplus: Increased by $965 million (34 percent) to $3.8 billion
U.S. exports: Increased by $3.7 billion (32 percent) to $15.4 billion
U.S. imports: Increased by $2.8 billion (31 percent) to $11.6 billion

The expanded U.S. trade surplus for construction and mining equipment occurred as the growth in U.S. exports ($3.7 billion or 32 percent) outpaced that of U.S. imports ($2.8 billion or 31 percent) (table TE-5). The construction and mining equipment industry is highly globalized, consisting of large multinational companies that source product and related components from their worldwide production locations to serve global markets. The increased value of U.S. trade in these products during 2005 resulted from a combination of factors, including growth in mining activity worldwide, generally higher prices for construction and mining equipment, and growth in residential and nonresidential construction.[1] Consequently, U.S. consumption of construction and mining equipment rose for the third consecutive year, growing by nearly 12 percent to an estimated 202,240 units in 2005.[2]

U.S. exports

The 2005 increase in U.S. exports was dominated by parts for construction and mining equipment (almost 32 percent to $8.9 billion), followed by off-highway dump trucks (50 percent to $1.6 billion) and self-propelled front-end shovel loaders (33 percent to $1.2 billion). Canada continued to be the leading market for U.S. exports of construction and mining equipment, accounting for $2.7 billion (17 percent) of total exports in 2005 (table TE-5). Total exports of construction and mining equipment to Canada grew by $724 million (38 percent). Parts, off-highway dump trucks, and self-propelled front-end shovel loaders accounted for much of this growth, reflecting Canada's reported position as the world's third largest investor in future mining projects in 2005.[3]

Other major mining markets also contributed to increased exports. Australia, reported to be the world leader in future mining investments in 2005,[4] was the second largest U.S. export market, accounting for $1.1 billion (7 percent) of total exports. U.S. exports of construction and mining equipment to Australia grew by $318 million (42 percent), of which parts accounted for 79 percent. Brazil, reportedly tied with Canada as the world's third-largest investor in future mining projects in 2005, recorded the largest percentage increase among leading U.S. export markets, up by 69 percent to $823 million; again, parts accounted for the dominant share.[5]

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[1] "Forecast 2006 – sunny with a few puffy clouds on the horizon," 26.
[2] Ibid., 29.
[3] Ericsson and Olsson, "Reported New-Project Investment Grew by 16 Percent in 2005," 56.
[4] Ibid.
[5] In 2005, Chile accounted for almost $500 million (3 percent) of U.S. exports of construction and mining equipment, up by 52 percent from 2004, and was reported to be the second-largest investor in future mining projects. Trade data compiled from official statistics of the U.S. Department of Commerce. For future mining investments in 2005, see Ericsson and Olsson, "Reported New-Project Investment Grew by 16 Percent in 2005," 56.

Table TE-5
Construction and mining equipment (ET004): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. exports of domestic merchandise:							
Canada	1,327	1,249	1,524	1,926	2,650	724	37.6
Japan	165	124	102	109	182	73	66.4
United Kingdom	428	396	366	385	466	81	21.2
Mexico	534	554	561	572	649	77	13.4
Germany	220	152	228	261	275	14	5.3
Brazil	482	337	437	487	823	336	69.0
Australia	476	428	446	754	1,073	318	42.2
Belgium	713	404	306	396	655	259	65.5
Italy	100	99	115	149	161	12	8.2
Singapore	568	454	446	521	834	313	60.1
All other	4,890	5,308	4,930	6,128	7,650	1,521	24.8
Total	9,903	9,504	9,461	11,689	15,418	3,729	31.9
EU-15	1,963	1,504	1,480	1,638	2,057	419	25.6
EU-25	1,981	1,521	1,514	1,665	2,102	437	26.3
OPEC	1,283	1,371	982	1,635	1,889	253	15.5
Latin America	2,746	2,378	2,243	2,734	3,436	701	25.6
CBERA	380	422	296	291	342	52	17.7
Asia	1,346	1,455	1,429	1,723	2,165	442	25.6
Sub-Saharan Africa	746	788	848	1,166	1,518	352	30.2
Central and Eastern Europe	38	14	31	28	43	15	55.1
U.S. imports of merchandise for consumption:							
Canada	541	519	575	750	979	228	30.4
Japan	1,212	1,259	1,526	2,511	3,161	649	25.9
United Kingdom	540	584	611	810	1,070	260	32.1
Mexico	392	349	353	501	766	264	52.7
Germany	577	569	591	753	1,135	381	50.6
Brazil	110	142	187	442	570	128	28.9
Australia	29	20	31	28	40	12	42.1
Belgium	211	147	109	239	258	19	8.0
Italy	463	334	391	544	725	181	33.3
Singapore	5	7	7	6	13	7	108.8
All other	1,180	1,373	1,524	2,259	2,892	634	28.1
Total	5,260	5,302	5,904	8,844	11,607	2,764	31.2
EU-15	2,590	2,410	2,624	3,647	4,785	1,139	31.2
EU-25	2,623	2,441	2,680	3,708	4,866	1,158	31.2
OPEC	6	20	51	17	26	9	51.9
Latin America	512	504	555	959	1,365	405	42.3
CBERA	1	3	1	1	2	1	142.8
Asia	1,470	1,708	1,942	3,281	4,231	950	29.0
Sub-Saharan Africa	30	26	42	55	43	-12	-22.5
Central and Eastern Europe	34	32	60	70	86	16	23.2

See footnote(s) at end of table.

Table TE-5—*Continued*
Construction and mining equipment (ET004): **U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005**[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. merchandise trade balance:							
Canada	786	730	948	1,176	1,671	495	42.1
Japan	-1,046	-1,136	-1,425	-2,402	-2,978	-577	-24.0
United Kingdom	-113	-188	-245	-425	-604	-179	-42.0
Mexico	141	206	208	71	-116	-187	([2])
Germany	-356	-417	-363	-492	-859	-367	-74.6
Brazil	372	195	250	45	253	208	463.7
Australia	447	408	416	726	1,033	307	42.2
Belgium	502	257	197	157	397	240	153.0
Italy	-362	-235	-276	-395	-563	-169	-42.7
Singapore	563	448	439	515	821	307	59.6
All other	3,709	3,935	3,406	3,870	4,757	888	22.9
Total	4,643	4,202	3,557	2,845	3,811	965	33.9
EU-15	-627	-906	-1,144	-2,009	-2,729	-720	-35.8
EU-25	-642	-920	-1,166	-2,043	-2,764	-721	-35.3
OPEC	1,278	1,351	931	1,618	1,863	245	15.1
Latin America	2,235	1,874	1,689	1,775	2,071	296	16.7
CBERA	378	420	294	290	340	50	17.4
Asia	-123	-253	-513	-1,558	-2,066	-508	-32.6
Sub-Saharan Africa	715	762	806	1,111	1,475	364	32.8
Central and Eastern Europe	4	-17	-29	-42	-43	-1	-2.3

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[2]Not meaningful for purposes of comparison.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2005.

Source: Compiled from official statistics of the U.S. Department of Commerce.

U.S. imports

The increase in U.S. imports was principally led by parts for construction and mining equipment (36 percent to $3.8 billion) and self-propelled excavation equipment[6] with a 360 degree revolving superstructure (19 percent to $2.6 billion). Japan continued to be the leading supplier of U.S. imports of construction and mining equipment, accounting for $3.2 billion (27 percent) of total imports in 2005 (table TE-5). Total imports of construction and mining equipment from Japan grew by $649 million (26 percent), with much of this growth accounted for by excavators with a 360 degree revolving superstructure, which posted an increase of 21 percent to $1.8 billion. Numerous smaller suppliers also contributed to the import increase. Imports from Germany and the United Kingdom, the second- and third-largest suppliers, rose $381 million (51 percent) to $1.1 billion and $260 million (32 percent) to almost $1.1 billion, respectively.

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[6] In this context, excavation equipment covers backhoes, mechanical shovels, clamshells, and draglines.

Motor vehicles[1]

Change in 2005 from 2004:

U.S. trade deficit: Decreased by $1.3 billion (1 percent) to $111.5 billion
U.S. exports: Increased by $4.7 billion (16 percent) to $34.7 billion
U.S. imports: Increased by $3.4 billion (2 percent) to $146.2 billion

In 2005, the U.S. trade deficit in motor vehicles decreased by 1 percent to $111.5 billion, because of a 16 percent increase in U.S. exports. U.S. imports also increased, but by a much smaller margin (2 percent) (table TE-6). U.S. motor vehicle production declined by less than 1 percent in 2005 to 11.9 million units, while motor vehicle sales increased by 1 percent to 17.4 million units.[2]

U.S. exports

U.S. motor vehicle exports increased by $4.7 billion (16 percent) in 2005, to $34.7 billion. Exports to Canada, the largest market for U.S. motor vehicles, increased by 14 percent, or $2.5 billion, to reach $20.4 billion in 2005 (table TE-6). Total motor vehicle sales in Canada increased by nearly 4 percent in 2005, with all segments expanding (passenger cars, light trucks, and medium- and heavy duty trucks).[3]

U.S. exports to Mexico, the second-largest export market for U.S. motor vehicles, also increased notably—by 9 percent—to reach $4.3 billion in 2005. Passenger vehicle (cars and light trucks) sales in Mexico increased by 3 percent in 2005, to reach a record 1.1 million vehicles.[4] Light truck sales increased by 18 percent and car sales decreased by 4 percent, as Mexican consumers are increasingly favoring SUVs and pickup trucks. Light trucks accounted for 37 percent of new passenger vehicles sales in 2005, up from 32 percent in 2004.[5] The expansion of the Mexican motor vehicle market can be attributed to the improved purchasing power of Mexican consumers, owing to declining interest rates and improving credit terms.[6]

Exports to the third-largest market, Germany, which had been growing annually for a number of years, declined by 28 percent in 2005, to $1.8 billion. The German passenger car market grew by less than 2 percent in 2005, with slow economic growth and high fuel prices affecting consumer activity.[7] Moreover, U.S. demand for German-branded vehicles increased in 2005. U.S. production of BMW and Mercedes-Benz models for the U.S. market and for export increased by nearly 3,000 units in 2005, but U.S. sales of these vehicles increased by approximately 8,000 units,[8] leaving fewer vehicles for export to Germany.

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[1] This industry group includes passenger vehicles, commercial trucks, and buses. Passenger vehicles account for the overwhelming majority of trade in this industry group.

[2] Data provided by Ward's Communications.

[3] *Ward's Automotive Reports*, "Canada Big-Truck Sales Up 14.3 % in 2005," 2.

[4] *Ward's Automotive Reports*, "Ward's Mexico Car Sales," 5; and *Ward's Automotive Reports*, "Ward's Mexico Light-Truck Sales," 5.

[5] *Ward's Automotive Reports*, "Ward's Mexico Car Sales," 5; and *Ward's Automotive Reports*, "Ward's Mexico Light-Truck Sales," 5.

[6] just-auto.com editorial team, "Mexico: Credit boom boosts 2005 car sales."

[7] just-auto.com editorial team, "Germany: 2005 car sales rise 2%."

[8] *Ward's Automotive Reports*, "Ward's Lt.-Vehicle Sales Segmentation," 2; and *Ward's Automotive Reports*, "Ward's North America Vehicle Production Summary," 8.

Table TE-6
Motor vehicles (ET009): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. exports of domestic merchandise:							
Canada	12,846	15,486	17,193	17,918	20,404	2,485	13.9
Japan	559	423	438	320	339	19	6.0
Germany	1,773	2,737	3,888	2,451	1,769	-683	-27.8
Mexico	3,614	3,711	3,186	3,983	4,323	340	8.5
Korea	35	87	77	49	98	49	99.3
United Kingdom	531	622	907	574	325	-249	-43.3
Sweden	24	20	27	76	164	88	116.3
Belgium	217	151	124	61	80	19	31.5
Saudi Arabia	489	575	476	629	1,009	380	60.4
United Arab Em	135	133	248	323	764	441	136.3
All other	2,428	2,265	2,814	3,594	5,407	1,812	50.4
Total	22,651	26,209	29,379	29,979	34,681	4,702	15.7
EU-15	2,951	3,865	5,431	3,779	3,072	-707	-18.7
EU-25	2,980	3,887	5,484	3,904	3,287	-618	-15.8
OPEC	956	1,049	1,158	1,505	2,677	1,172	77.9
Latin America	4,275	4,280	3,745	4,593	5,447	854	18.6
CBERA	344	346	363	371	496	125	33.7
Asia	870	718	786	716	1,008	292	40.8
Sub-Saharan Africa	231	228	335	406	769	363	89.5
Central and Eastern Europe	32	18	33	62	101	39	63.5
U.S. imports of merchandise for consumption:							
Canada	41,159	41,589	41,022	46,651	48,458	1,807	3.9
Japan	33,020	35,847	33,061	33,170	35,946	2,776	8.4
Germany	15,852	17,851	20,312	21,147	21,824	676	3.2
Mexico	21,327	20,793	19,327	19,116	18,520	-596	-3.1
Korea	6,369	6,847	7,913	10,033	8,970	-1,064	-10.6
United Kingdom	2,728	4,218	5,148	4,840	5,893	1,054	21.8
Sweden	2,194	2,114	2,875	2,441	2,356	-85	-3.5
Belgium	1,220	1,022	1,033	1,343	1,332	-11	-0.8
Saudi Arabia	(2)	0	(2)	(2)	0	(2)	-100.0
United Arab Em	(2)	(2)	(2)	(2)	0	(2)	-100.0
All other	3,387	2,984	3,593	4,008	2,870	-1,138	-28.4
Total	127,257	133,264	134,286	142,750	146,169	3,419	2.4
EU-15	23,813	26,481	30,657	31,665	32,996	1,331	4.2
EU-25	24,203	26,769	31,636	32,723	33,624	902	2.8
OPEC	(2)	(2)	(2)	(2)	(2)	(2)	-35.9
Latin America	21,953	21,417	19,874	19,343	18,743	-600	-3.1
CBERA	(2)	(2)	(2)	(2)	(2)	(2)	395.5
Asia	39,393	42,696	40,977	43,209	44,923	1,713	4.0
Sub-Saharan Africa	262	479	634	418	139	-279	-66.8
Central and Eastern Europe	390	288	979	1,057	628	-429	-40.6

See footnote(s) at end of table.

Table TE-6—*Continued*
Motor vehicles (ET009): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. merchandise trade balance:							
Canada	-28,313	-26,103	-23,829	-28,732	-28,054	678	2.4
Japan	-32,460	-35,424	-32,623	-32,850	-35,607	-2,757	-8.4
Germany	-14,080	-15,114	-16,424	-18,696	-20,055	-1,359	-7.3
Mexico	-17,713	-17,083	-16,140	-15,133	-14,197	936	6.2
Korea	-6,335	-6,760	-7,836	-9,984	-8,872	1,113	11.1
United Kingdom	-2,198	-3,596	-4,241	-4,266	-5,568	-1,302	-30.5
Sweden	-2,170	-2,095	-2,849	-2,365	-2,192	173	7.3
Belgium	-1,002	-871	-909	-1,282	-1,252	30	2.4
Saudi Arabia	488	575	476	629	1,009	380	60.4
United Arab Em	135	133	248	323	764	441	136.4
All other	-959	-718	-779	-414	2,537	2,951	([3])
Total	-104,606	-107,054	-104,907	-112,770	-111,488	1,283	1.1
EU-15	-20,862	-22,616	-25,226	-27,886	-29,925	-2,038	-7.3
EU-25	-21,223	-22,882	-26,152	-28,818	-30,338	-1,519	-5.3
OPEC	956	1,049	1,158	1,505	2,677	1,172	77.9
Latin America	-17,678	-17,137	-16,128	-14,750	-13,296	1,454	9.9
CBERA	344	345	363	371	496	125	33.7
Asia	-38,523	-41,978	-40,191	-42,494	-43,915	-1,421	-3.3
Sub-Saharan Africa	-31	-252	-299	-13	630	643	([3])
Central and Eastern Europe	-359	-270	-946	-995	-527	468	47.0

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[2]Less than $500,000.
[3]Not meaningful for purposes of comparison.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2005.

Source: Compiled from official statistics of the U.S. Department of Commerce.

U.S. imports

U.S. motor vehicle imports increased by $3.4 billion (2 percent) in 2005, to $146.2 billion (table TE-6). Increases were registered by all leading supplier countries: Canada (4 percent to $48.5 billion), Japan (8 percent to $36.0 billion), and Germany (3 percent to $21.8 billion). The U.S. and Canadian automotive industries are highly integrated, with nearly 90 percent of Canadian-made vehicles exported to the United States.[9] In 2005, increased imports by Chrysler and GM of popular models made in their Canadian facilities, along with the introduction of the Honda Ridgeline pickup truck manufactured in Alliston, Ontario, accounted for the increase in U.S. imports from Canada. Increased imports from Japan can be attributed to stagnant demand in Japan[10] as well as the increased demand for fuel efficient vehicles in the United States and the need to supplement Japanese transplant production with imports.[11] U.S. consumer demand for German-made vehicles remained strong in 2005; motor vehicle imports from Germany have been increasing steadily for a number of years.

Imports from the fourth-leading supplier, Mexico, declined by $596 million (3 percent) to $18.5 billion, despite an 8 percent increase in Mexico's total passenger vehicle exports in 2005, the first increase since 2000.[12] Mexico's exports to many other markets, notably Germany and Japan, increased in 2005.[13] Changes in import levels from the fifth- and sixth-leading suppliers, Korea and the United Kingdom, canceled each other out; imports from Korea declined by $1.1 billion, and imports from the United Kingdom increased by the same amount. Korean automaker Hyundai began production at its first U.S. plant in Alabama in May 2005; slightly more than one-half of the Sonatas sold in the United States in 2005 were built in Alabama, whereas in 2004 they were all imported from Korea.[14] U.S. demand for U.K.-built vehicles such as Land Rover and Mini collectively rose by 13 percent in 2005.[15]

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[9] Mergent Online, "Automotive: North America."
[10] Willenson, "Japan's Auto Market Takes a Particular Downturn," 2.
[11] *The Japan Automotive Digest*, "2005 Auto Exports Climbed Past 5 Million," 6.
[12] *Mexico Watch*, 9.
[13] *World Trade Atlas*.
[14] *Ward's Automotive Reports*, "Ward's Lt.-Vehicle Sales Segmentation," 2.
[15] Ibid.

Certain Motor-Vehicle Parts[1]

Change in 2005 from 2004:

U.S. trade deficit: Increased by $3.3 billion (45 percent) to $10.6 billion
U.S. exports: Increased by $551 million (2 percent) to $28.3 billion
U.S. imports: Increased by $3.9 billion (11 percent) to $38.9 billion

The trade deficit in certain motor-vehicle parts rose by 45 percent to $10.6 billion in 2005, as increased imports from leading suppliers with strong links to the U.S.-based motor-vehicle industry outpaced U.S. export growth. The NAFTA continues to facilitate motor-vehicle parts trade within the North American industry. Producers in NAFTA members Canada and Mexico manufacture a wide variety of components (and vehicles) that not only incorporate significant U.S. content, but are often used in the assembly of U.S.-made vehicles, contributing to large bilateral trade flows with the United States. The presence of Japanese and German transplant operations and the recent establishment of a U.S. assembly plant for a Korean automaker (Hyundai)[2] also stimulate trade flows between U.S. and home market manufacturers. Furthermore, the increased sourcing of motor-vehicle parts from lower-cost suppliers, such as China and Korea,[3] is shaping trade trends in this industry.

U.S. exports

U.S. component exports to most markets exhibited relatively stagnant or declining levels, with exports to Germany and Korea posting the only significant gains. U.S. exports of motor-vehicle parts, which rose by $551 million (2 percent) to $28.3 billion in 2005, were principally destined for NAFTA partners Canada and Mexico, which accounted for 79 percent of total exports (table TE-7). U.S. exports to Canada increased by $363 million (2 percent) to $16.9 billion, led by miscellaneous motor vehicle parts ($4.5 billion), miscellaneous motor vehicle body parts ($4.1 billion), and gear boxes for passenger vehicles ($2.1 billion). Exports to Mexico fell by $94 million (2 percent) to $5.5 billion in 2005; leading exports included miscellaneous motor vehicle body parts ($2.1 billion) and miscellaneous parts of motor vehicles ($1.5 billion).

Increased U.S. exports of airbags (up 300 percent to $27.6 million) and miscellaneous motor vehicle body parts (up 40 percent to $160.5 million) drove the 9 percent growth in U.S. exports to Germany. Increased U.S. exports of gearboxes (up 328 percent to $77.5 million) and miscellaneous motor vehicle body parts (up 52 percent to $101.2 million) drove the 21 percent growth in U.S. exports to Korea.

U.S. imports

Double-digit increases in imports from traditional leading sources Mexico and Germany, as well as lower-cost suppliers China, Korea, and Brazil, spurred an 11 percent increase in U.S.

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[1] This commodity group includes body stampings, bumpers, brakes and parts, gear boxes, axles, wheels, shock absorbers, radiators, exhaust systems, clutches, steering wheels, and miscellaneous parts and accessories.

[2] Chappell, "Hyundai focuses on automation," 24M-24P.

[3] See, for example, Thorpe, "Korean suppliers have big plans for the U.S.," and Garsten, "GM pushes its suppliers to tap China."

Table TE-7
Certain motor-vehicle parts (ET010): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. exports of domestic merchandise:							
Canada	14,096	15,460	15,126	16,490	16,853	363	2.2
Mexico	6,218	5,852	5,278	5,559	5,464	-94	-1.7
Japan	1,095	1,156	990	811	708	-102	-12.6
Germany	609	567	515	623	679	56	9.0
China	145	180	315	380	324	-56	-14.8
Korea	251	220	205	354	427	74	20.8
Brazil	233	209	260	346	341	-6	-1.6
France	166	151	177	214	218	4	1.8
Taiwan	35	35	72	61	57	-4	-6.3
United Kingdom	450	361	369	452	400	-52	-11.4
All other	3,222	2,461	2,316	2,454	2,821	368	15.0
Total	26,521	26,651	25,625	27,741	28,292	551	2.0
EU-15	2,857	2,426	2,179	2,334	2,533	199	8.5
EU-25	2,888	2,486	2,251	2,403	2,601	198	8.3
OPEC	527	292	227	380	457	77	20.3
Latin America	7,076	6,434	5,847	6,403	6,424	21	0.3
CBERA	69	67	63	59	64	5	8.6
Asia	1,679	1,697	1,727	1,744	1,687	-58	-3.3
Sub-Saharan Africa	216	35	30	34	58	24	69.0
Central and Eastern Europe	32	63	82	79	74	-5	-5.8
U.S. imports of merchandise for consumption:							
Canada	8,592	9,685	10,564	11,142	11,842	699	6.3
Mexico	4,550	5,121	5,492	6,487	7,576	1,089	16.8
Japan	5,173	6,321	7,052	8,240	8,564	323	3.9
Germany	1,070	1,202	1,576	1,795	2,239	444	24.7
China	562	749	974	1,417	1,951	534	37.7
Korea	327	425	471	604	1,075	471	78.0
Brazil	334	391	430	623	755	132	21.1
France	791	875	940	1,000	810	-190	-19.0
Taiwan	560	623	657	793	892	99	12.5
United Kingdom	383	375	372	418	458	40	9.5
All other	1,635	1,994	2,368	2,524	2,745	221	8.7
Total	23,977	27,761	30,897	35,045	38,908	3,862	11.0
EU-15	2,892	3,211	3,783	4,188	4,571	383	9.2
EU-25	3,007	3,412	4,112	4,408	4,809	401	9.1
OPEC	199	215	219	214	234	20	9.5
Latin America	5,091	5,749	6,171	7,383	8,624	1,241	16.8
CBERA	10	13	14	21	29	8	39.0
Asia	6,908	8,459	9,507	11,521	13,075	1,554	13.5
Sub-Saharan Africa	62	65	92	109	109	1	0.7
Central and Eastern Europe	117	204	331	222	241	20	8.9

See footnote(s) at end of table.

Table TE-7—*Continued*

Certain motor-vehicle parts (ET010): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. merchandise trade balance:							
Canada	5,504	5,775	4,562	5,347	5,011	-336	-6.3
Mexico	1,668	731	-214	-928	-2,112	-1,184	-127.5
Japan	-4,078	-5,164	-6,062	-7,430	-7,855	-426	-5.7
Germany	-461	-635	-1,061	-1,172	-1,560	-388	-33.1
China	-418	-569	-659	-1,037	-1,628	-590	-56.9
Korea	-76	-206	-265	-250	-648	-398	-159.0
Brazil	-101	-182	-170	-277	-414	-137	-49.6
France	-625	-724	-763	-786	-593	194	24.6
Taiwan	-525	-588	-585	-732	-835	-103	-14.0
United Kingdom	67	-15	-3	33	-58	-91	(2)
All other	1,587	467	-52	-71	76	147	(2)
Total	2,544	-1,110	-5,272	-7,304	-10,616	-3,312	-45.3
EU-15	-35	-785	-1,604	-1,854	-2,038	-184	-9.9
EU-25	-119	-926	-1,861	-2,005	-2,207	-202	-10.1
OPEC	328	77	8	166	223	57	34.3
Latin America	1,985	685	-324	-981	-2,200	-1,220	-124.4
CBERA	59	54	49	38	35	-3	-8.1
Asia	-5,229	-6,762	-7,780	-9,777	-11,388	-1,611	-16.5
Sub-Saharan Africa	155	-30	-62	-75	-52	23	30.5
Central and Eastern Europe	-85	-140	-248	-143	-167	-24	-17.0

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.

[2]Not meaningful for purposes of comparison.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2005.

Source: Compiled from official statistics of the U.S. Department of Commerce.

imports of motor-vehicle parts in 2005 to $38.9 billion (table TE-7).[4] Despite slower growth rates, Canada and Japan remained the leading suppliers to the U.S. market in 2005, accounting for 52 percent of total U.S. imports of motor-vehicle parts.

NAFTA partners Canada and Mexico accounted for 50 percent of total U.S. imports of motor-vehicle parts in 2005, reflecting their critical role in the highly integrated North American automotive industry. U.S. imports from Canada increased by $699 million (6 percent) to $11.8 billion in 2005, despite a stronger Canadian dollar and ongoing pressure from low-cost countries.[5] Imports from Mexico rose at a faster pace (17 percent) during the period, to $7.6 billion.

Because of increased U.S. vehicle assembly at the numerous Japanese and German transplants[6] that incorporate motor-vehicle parts from their home supplier networks,[7] U.S. component imports from these countries have grown as well. Imports from Japan, the second-largest supplier of U.S. motor-vehicle components with 22 percent of imports, increased by $323 million (4 percent) to $8.6 billion, and U.S. imports from Germany increased by $444 million (25 percent) to $2.2 billion in 2005.

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[4] Murphy, "Here They Come."

[5] Gomes, "Canadian auto parts industry outperforming in turbulent times."

[6] U.S. vehicle production by German, Japanese, and other transplants increased by roughly 306,000 units in 2005. *Ward's Automotive Reports*, "Ward's North America Vehicle Production Summary," 8.

[7] See, for example, Florecke and Hamprecht, "Mercedes pushes suppliers on quality," and Chappell, "Toyota: In-house works fine."

Aircraft, Spacecraft, and Related Equipment

Change in 2005 from 2004:

U.S. trade surplus: Increased by $7.9 billion (34 percent) to $31.5 billion
U.S. exports: Increased by $7.9 billion (20 percent) to $48 billion
U.S. imports: Decreased by $10 million (less than 1 percent) to $16.5 billion

The U.S. trade surplus for aircraft, spacecraft, and related equipment grew primarily because of increased exports and flat U.S. imports. Increases in exports of large civil aircraft and parts for civil aircraft, accounted for $4.5 billion (57 percent) of the U.S. trade surplus. The surplus reflects the continued problems facing the domestic airlines, and the relative prosperity of foreign airlines. The U.S. trade balance has risen in four of the last five years as the market for large civil aircraft and parts has grown through world demand for air transportation services.

U.S. Exports

The increases in U.S. exports are largely accounted for by substantially increased exports to Asia and OPEC nations. U.S. exports of aircraft, spacecraft, and related equipment to Asia increased by $3.8 billion (26 percent) to $18.4 billion, while such exports to OPEC nations also increased by $3.8 billion (567 percent) to $4.5 billion during the period (table TE-8). Together, U.S. exports to these regions accounted for 48 percent of total U.S. exports of aircraft, spacecraft, and related equipment, while the increases year over year accounted for 92 percent of the 2005 trade surplus. Asia has remained the top market for U.S. aerospace exports for the last five years.

In 2005, the top three products exported included new civil passenger transports (or large civil aircraft, i.e., LCA) of an unladen weight exceeding 15,000 kg and two parts categories.[1] U.S. exports of LCA rose $2.6 billion (16 percent) to $18.8 billion, while exports of civil aircraft parts grew by $1.7 billion (18 percent) to $10.8 billion and exports of military aircraft parts rose $187 million (5 percent) to $3.9 billion.

The principal exports to Asia were LCA, both passenger and cargo transports, and parts for civil aircraft. Shipments to Asia of these three goods increased by $4.5 billion (13 percent) to $33.5 billion in 2005. U.S. exports to OPEC nations mirrored the top three global categories of goods: LCA and parts for both civil and military aircraft. In 2005, OPEC nations purchased $2.5 billion in new LCA from the United States, $943 million in civil aircraft parts, and $255 million in military aircraft parts. Certain Middle East nations have sought to create globally competitive airlines by investing in more aircraft/passenger capacity. The growth in parts exports, both civil and military, likely reflects the increasing maintenance needs of their existing fleets.

[1] HTS 8803.30.0010 and HTS 8803.30.0050, civil and military parts categories, respectively.

Table TE-8
Aircraft, spacecraft, and related equipment (ET013): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. exports of domestic merchandise:							
Canada	2,262	1,727	1,520	1,762	2,381	619	35.1
Japan	2,648	3,768	4,757	4,750	5,182	432	9.1
France	2,003	2,629	1,359	2,943	2,438	-506	-17.2
China	2,429	3,367	2,447	1,948	4,338	2,391	122.8
United Kingdom	4,608	2,569	2,925	2,486	2,641	155	6.2
Germany	2,708	1,483	1,336	1,200	1,619	419	34.9
United Arab Em	273	971	728	173	3,283	3,110	1,795.4
Brazil	1,418	1,145	649	1,243	1,031	-212	-17.1
Singapore	3,517	2,812	2,606	2,292	2,603	311	13.5
Taiwan	1,237	887	1,065	1,351	2,334	983	72.8
All other	19,433	20,088	18,444	19,929	20,132	203	1.0
Total	42,535	41,447	37,835	40,076	47,981	7,905	19.7
EU-15	13,940	12,335	11,855	14,425	13,260	-1,165	-8.1
EU-25	14,224	12,604	12,495	15,019	13,552	-1,468	-9.8
OPEC	2,152	2,018	1,310	674	4,496	3,822	567.3
Latin America	2,669	2,336	1,909	2,862	3,067	205	7.2
CBERA	179	418	345	327	357	29	8.9
Asia	14,592	15,164	15,053	14,613	18,401	3,788	25.9
Sub-Saharan Africa	1,377	587	814	975	1,262	288	29.5
Central and Eastern Europe	288	194	510	645	344	-301	-46.7
U.S. imports of merchandise for consumption:							
Canada	6,094	5,268	6,345	5,347	6,006	658	12.3
Japan	1,398	1,027	848	872	1,058	187	21.4
France	5,727	4,948	4,128	3,688	2,441	-1,248	-33.8
China	59	54	62	80	84	4	5.5
United Kingdom	1,263	932	936	874	988	114	13.0
Germany	2,612	1,663	1,091	1,217	1,837	620	50.9
United Arab Em	(2)	(2)	(2)	(2)	(2)	(2)	4.7
Brazil	1,950	1,847	1,845	2,508	1,806	-702	-28.0
Singapore	73	62	64	74	81	7	8.8
Taiwan	30	17	37	55	52	-3	-6.1
All other	1,822	1,818	1,554	1,769	2,123	354	20.0
Total	21,027	17,636	16,910	16,485	16,475	-10	-0.1
EU-15	10,330	8,286	6,685	6,481	6,123	-357	-5.5
EU-25	10,364	8,332	6,755	6,577	6,214	-364	-5.5
OPEC	18	3	3	3	5	2	56.9
Latin America	2,005	2,078	1,915	2,543	1,852	-691	-27.2
CBERA	1	1	2	3	5	1	39.6
Asia	1,781	1,286	1,133	1,236	1,511	274	22.2
Sub-Saharan Africa	4	3	3	5	4	-1	-20.7
Central and Eastern Europe	34	47	70	100	91	-9	-9.5

See footnote(s) at end of table.

Table TE-8—*Continued*

Aircraft, spacecraft, and related equipment (ET013): **U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2001–2005**[1]

Item	2001	2002	2003	2004	2005	Change, 2005 from 2004	
						Absolute	*Percent*
			Million dollars				
U.S. merchandise trade balance:							
Canada	-3,832	-3,541	-4,826	-3,585	-3,625	-40	-1.1
Japan	1,251	2,741	3,910	3,878	4,123	246	6.3
France	-3,725	-2,319	-2,770	-745	-3	742	99.6
China	2,370	3,313	2,384	1,868	4,254	2,386	127.8
United Kingdom	3,345	1,637	1,989	1,612	1,653	41	2.6
Germany	96	-180	245	-17	-218	-201	-1,173.0
United Arab Em	272	971	728	173	3,283	3,110	1,798.6
Brazil	-531	-702	-1,195	-1,265	-775	490	38.7
Singapore	3,444	2,751	2,542	2,218	2,522	304	13.7
Taiwan	1,207	870	1,028	1,296	2,282	986	76.1
All other	17,611	18,270	16,889	18,160	18,009	-151	-0.8
Total	21,508	23,811	20,924	23,592	31,506	7,915	33.5
EU-15	3,610	4,048	5,170	7,944	7,137	-808	-10.2
EU-25	3,861	4,271	5,740	8,442	7,338	-1,104	-13.1
OPEC	2,134	2,015	1,307	671	4,491	3,820	569.7
Latin America	664	259	-6	319	1,215	897	281.5
CBERA	178	417	343	324	352	28	8.6
Asia	12,811	13,878	13,921	13,377	16,890	3,513	26.3
Sub-Saharan Africa	1,373	584	811	970	1,259	289	29.7
Central and Eastern Europe	254	146	440	545	254	-292	-53.5

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.

[2]Less than $500,000.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2005.

Source: Compiled from official statistics of the U.S. Department of Commerce.

U.S. Imports

During 2005, the leading product imported in the grouping aircraft, spacecraft, and related equipment was new LCA, which were valued at $6 billion, a 14 percent increase over 2004. Imports of these aircraft from Canada continued to rise, accounting for $2.3 billion (32 percent increase), while imports from Germany and France combined accounted for $2.9 billion (3 percent rise). These three nations have supplied the bulk of imported LCA to the United States for the last five years. Brazil, the other major producer of these aircraft, saw its exports to the United States grow by $71 million (10 percent) to $787 million. U.S. airlines have a substantial backlog of orders with Brazilian manufacturer Embraer.

U.S. imports of certain parts for civil aircraft grew modestly, from $3.2 billion to $3.6 billion (14 percent). This growth reflected the increased production of LCA and the continued maintenance needs of U.S. airlines' aging fleets.

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Table TE-9
Transportation equipment : U.S. trade for industry/commodity groups and subgroups, 2001-2005[w]

USITC code[2]	Industry/commodity group	2001	2002	2003	2004	2005	Change, 2005 from 2004 Absolute	Change, 2005 from 2004 *Percent*
		Million dollars						
ET001	Aircraft engines and gas turbines:							
	Exports	16,524	15,498	14,742	17,706	20,771	3,065	17.3
	Imports	13,548	10,993	8,834	9,642	11,243	1,601	16.6
	Trade balance	2,976	4,505	5,907	8,064	9,528	1,464	18.2
ET002	Internal combustion piston engines, other than for aircraft:							
	Exports	12,408	13,069	12,741	13,444	14,969	1,525	11.3
	Imports	13,657	14,841	16,250	18,682	21,035	2,352	12.6
	Trade balance	-1,249	-1,771	-3,509	-5,238	-6,065	-827	-15.8
ET003	Forklift trucks and similar industrial vehicles:							
	Exports	1,341	1,090	1,028	1,324	1,760	436	32.9
	Imports	1,423	1,266	1,408	1,853	2,435	583	31.5
	Trade balance	-82	-176	-381	-528	-675	-147	-27.9
ET004	Construction and mining equipment:							
	Exports	9,903	9,504	9,461	11,689	15,418	3,729	31.9
	Imports	5,260	5,302	5,904	8,844	11,607	2,764	31.2
	Trade balance	4,643	4,202	3,557	2,845	3,811	965	33.9
ET005	Ball and rollers bearings:							
	Exports	1,197	1,249	1,320	1,494	1,638	144	9.7
	Imports	1,579	1,598	1,680	2,052	2,351	298	14.5
	Trade balance	-381	-349	-360	-558	-712	-154	-27.6
ET006	Primary cells and batteries and electric storage batteries:							
	Exports	2,270	1,807	1,786	1,977	2,272	294	14.9
	Imports	2,342	2,196	2,175	2,620	2,841	222	8.5
	Trade balance	-72	-389	-389	-642	-570	73	11.3
ET007	Ignition, starting, lighting, and other electrical equipment:							
	Exports	1,824	1,894	1,822	1,773	1,844	70	4.0
	Imports	3,052	3,467	3,858	4,371	4,813	442	10.1
	Trade balance	-1,228	-1,574	-2,036	-2,598	-2,969	-372	-14.3
ET008	Rail locomotive and rolling stock:							
	Exports	1,422	1,006	1,386	1,649	2,124	474	28.8
	Imports	1,357	1,039	1,105	1,282	1,516	235	18.3
	Trade balance	65	-33	282	368	607	240	65.2

See footnote(s) at end of table.

Table TE-9--*Continued*
Transportation equipment : U.S. trade for industry/commodity groups and subgroups, 2001-2005[1]

USITC code[2]	Industry/commodity group	2001	2002	2003	2004	2005	Change, 2005 from 2004 Absolute	Change, 2005 from 2004 *Percent*
				Million dollars				
ET009	Motor vehicles:							
	Exports	22,651	26,209	29,379	29,979	34,681	4,702	15.7
	Imports	127,257	133,264	134,286	142,750	146,169	3,419	2.4
	Trade balance	-104,606	-107,054	-104,907	-112,770	-111,488	1,283	1.1
ET010	Certain motor-vehicle parts:							
	Exports	26,521	26,651	25,625	27,741	28,292	551	2.0
	Imports	23,977	27,761	30,897	35,045	38,908	3,862	11.0
	Trade balance	2,544	-1,110	-5,272	-7,304	-10,616	-3,312	-45.3
ET011	Motorcycles, mopeds, and parts:							
	Exports	742	793	864	917	983	66	7.2
	Imports	2,870	2,927	3,213	3,809	4,277	468	12.3
	Trade balance	-2,128	-2,134	-2,349	-2,891	-3,293	-402	-13.9
ET012	Miscellaneous vehicles and transportation-related equipment:							
	Exports	2,658	2,725	3,187	3,803	4,997	1,194	31.4
	Imports	2,364	2,744	2,926	3,386	4,084	698	20.6
	Trade balance	293	-19	261	417	913	496	118.9
ET013	Aircraft, spacecraft, and related equipment:							
	Exports	42,535	41,447	37,835	40,076	47,981	7,905	19.7
	Imports	21,027	17,636	16,910	16,485	16,475	-10	-0.1
	Trade balance	21,508	23,811	20,924	23,592	31,506	7,915	33.5
ET014	Ships, tugs, pleasure boats, and similar vessels:							
	Exports	1,820	1,234	1,195	1,659	1,950	291	17.5
	Imports	1,411	1,413	1,932	1,888	2,350	462	24.5
	Trade balance	410	-179	-736	-229	-400	-171	-74.6

See footnote(s) at end of table.

Table TE-9--*Continued*
Transportation equipment : U.S. trade for industry/commodity groups and subgroups, 2001-2005[1]

USITC code[2]	Industry/commodity group	2001	2002	2003	2004	2005	Change, 2005 from 2004	
							Absolute	*Percent*
				Million dollars				
ET015	Motors and engines, except internal combustion, aircraft, or electric:							
	Exports	508	479	578	668	837	169	25.4
	Imports	784	700	834	1,066	1,360	294	27.5
	Trade balance	-276	-221	-256	-399	-523	-124	-31.2

[1]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[2]This coding system is used by the U.S. International Trade Commission to identify major groupings and subgroupings of HTS import and export items for trade monitoring purposes

Note.—Calculations based on unrounded data.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Table TE-10
Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2001–2005

USITC code	Industry/commodity group	2001	2002	2003	2004	2005	Percent change, 2005 from 2004
ET001	Aircraft engines and gas turbines:						
	Number of establishments	27	27	25	25	22	-12.0
	Employees (thousands)	109.0	95.3	93.5	96.3	97.2	0.9
	Capacity utilization (percent)	80	75	75	70	80	14.3
	U.S. shipments (million dollars)	35,051	44,307	37,120	37,682	39,566	5.0
	U.S. exports (million dollars)	16,524	15,498	14,742	17,706	20,771	17.3
	U.S. imports (million dollars)	13,548	10,993	8,834	9,642	11,243	16.6
	Apparent U.S. consumption (million dollars)	32,075	39,802	31,213	29,618	30,038	1.4
	Trade balance (million dollars)	2,976	4,505	5,907	8,064	9,528	18.2
	Ratio of imports to consumption (percent)	42.2	27.6	28.3	32.6	37.4	14.7
	Ratio of exports to shipments (percent)	47.1	35.0	39.7	47.0	52.5	11.7
ET002	Internal combustion piston engines, other than for aircraft:						
	Number of establishments	1,450	1,450	1,450	1,450	(1)	(1)
	Employees (thousands)	156.0	155.0	150.0	150.0	145.0	-3.3
	Capacity utilization (percent)	75	78	71	74	(1)	(1)
	U.S. shipments (million dollars)	48,000	50,500	49,000	50,000	51,000	2.0
	U.S. exports (million dollars)	12,408	13,069	12,741	13,444	14,969	11.3
	U.S. imports (million dollars)	13,657	14,841	16,250	18,682	21,035	12.6
	Apparent U.S. consumption (million dollars)	49,249	52,271	52,509	55,238	57,065	3.3
	Trade balance (million dollars)	-1,249	-1,771	-3,509	-5,238	-6,065	-15.8
	Ratio of imports to consumption (percent)	27.7	28.4	30.9	33.8	36.9	9.2
	Ratio of exports to shipments (percent)	25.9	25.9	26.0	26.9	29.4	9.3
ET003	Forklift trucks and similar industrial vehicles:						
	Number of establishments	419	419	419	419	419	0.0
	Employees (thousands)	24.0	22.0	22.0	22.0	22.0	0.0
	Capacity utilization (percent)	51	52	58	60	60	0.0
	U.S. shipments (million dollars)	4,829	5,106	5,679	6,679	7,000	4.8
	U.S. exports (million dollars)	1,341	1,090	1,028	1,324	1,760	32.9
	U.S. imports (million dollars)	1,423	1,266	1,408	1,853	2,435	31.5
	Apparent U.S. consumption (million dollars)	4,911	5,282	6,060	7,207	7,675	6.5
	Trade balance (million dollars)	-82	-176	-381	-528	-675	-27.9
	Ratio of imports to consumption (percent)	29.0	24.0	23.2	25.7	31.7	23.3
	Ratio of exports to shipments (percent)	27.8	21.3	18.1	19.8	25.1	26.8

See footnote(s) at end of table.

Table TE-10—*Continued*
Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2001–2005

USITC code	Industry/commodity group	2001	2002	2003	2004	2005	Percent change, 2005 from 2004
ET004	Construction and mining equipment:						
	Number of establishments	1,611	1,611	1,611	1,611	1,611	0.0
	Employees (thousands)	106.0	95.0	95.0	95.0	95.0	0.0
	Capacity utilization (percent)	62	56	61	64	64	0.0
	U.S. shipments (million dollars)	26,546	23,479	25,087	31,789	32,000	0.7
	U.S. exports (million dollars)	9,903	9,504	9,461	11,689	15,418	31.9
	U.S. imports (million dollars)	5,260	5,302	5,904	8,844	11,607	31.2
	Apparent U.S. consumption (million dollars)	21,903	19,277	21,530	28,944	28,189	-2.6
	Trade balance (million dollars)	4,643	4,202	3,557	2,845	3,811	33.9
	Ratio of imports to consumption (percent)	24.0	27.5	27.4	30.6	41.2	34.6
	Ratio of exports to shipments (percent)	37.3	40.5	37.7	36.8	48.2	31.0
ET005	Ball and rollers bearings:						
	Number of establishments	183	181	181	181	(1)	(1)
	Employees (thousands)	36.0	35.0	35.0	35.0	35.0	0.0
	Capacity utilization (percent)	74	62	71	78	(1)	(1)
	U.S. shipments (million dollars)	5,766	5,700	5,800	6,000	6,100	1.7
	U.S. exports (million dollars)	1,197	1,249	1,320	1,494	1,638	9.7
	U.S. imports (million dollars)	1,579	1,598	1,680	2,052	2,351	14.5
	Apparent U.S. consumption (million dollars)	6,147	6,049	6,160	6,558	6,812	3.9
	Trade balance (million dollars)	-381	-349	-360	-558	-712	-27.6
	Ratio of imports to consumption (percent)	25.7	26.4	27.3	31.3	34.5	10.2
	Ratio of exports to shipments (percent)	20.8	21.9	22.8	24.9	26.9	8.0
ET006	Primary cells and batteries and electric storage batteries:						
	Number of establishments	170	165	165	165	(1)	(1)
	Employees (thousands)	30.0	28.0	28.0	27.0	28.0	3.7
	Capacity utilization (percent)	71	75	65	67	(1)	(1)
	U.S. shipments (million dollars)	6,700	6,200	6,000	5,800	5,700	-1.7
	U.S. exports (million dollars)	2,270	1,807	1,786	1,977	2,272	14.9
	U.S. imports (million dollars)	2,342	2,196	2,175	2,620	2,841	8.5
	Apparent U.S. consumption (million dollars)	6,772	6,589	6,389	6,442	6,270	-2.7
	Trade balance (million dollars)	-72	-389	-389	-642	-570	11.3
	Ratio of imports to consumption (percent)	34.6	33.3	34.0	40.7	45.3	11.3
	Ratio of exports to shipments (percent)	33.9	29.1	29.8	34.1	39.9	17.0

See footnote(s) at end of table.

Table TE-10—*Continued*
Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2001–2005

USITC code	Industry/commodity group	2001	2002	2003	2004	2005	Percent change, 2005 from 2004
ET007	Ignition, starting, lighting, and other electrical equipment:						
	Number of establishments	670	670	670	670	([1])	([1])
	Employees (thousands)	115.0	108.0	103.0	99.0	97.0	-2.0
	Capacity utilization (percent)	73	75	64	74	([1])	([1])
	U.S. shipments (million dollars)	19,000	19,200	19,000	17,400	17,000	-2.3
	U.S. exports (million dollars)	1,824	1,894	1,822	1,773	1,844	4.0
	U.S. imports (million dollars)	3,052	3,467	3,858	4,371	4,813	10.1
	Apparent U.S. consumption (million dollars)	20,228	20,774	21,036	19,998	19,969	-0.1
	Trade balance (million dollars)	-1,228	-1,574	-2,036	-2,598	-2,969	-14.3
	Ratio of imports to consumption (percent)	15.1	16.7	18.3	21.9	24.1	10.0
	Ratio of exports to shipments (percent)	9.6	9.9	9.6	10.2	10.8	5.9
ET008	Rail locomotive and rolling stock:						
	Number of establishments	180	199	200	200	200	0.0
	Employees (thousands)	26.0	25.0	24.0	23.0	25.0	8.7
	Capacity utilization (percent)	65	60	60	70	85	21.4
	U.S. shipments (million dollars)	6,000	7,793	5,000	4,465	6,550	46.7
	U.S. exports (million dollars)	1,422	1,006	1,386	1,649	2,124	28.8
	U.S. imports (million dollars)	1,357	1,039	1,105	1,282	1,516	18.3
	Apparent U.S. consumption (million dollars)	5,935	7,826	4,718	4,097	5,943	45.0
	Trade balance (million dollars)	65	-33	282	368	607	65.2
	Ratio of imports to consumption (percent)	22.9	13.3	23.4	31.3	25.5	-18.5
	Ratio of exports to shipments (percent)	23.7	12.9	27.7	36.9	32.4	-12.2
ET009	Motor vehicles:						
	Number of establishments	1,300	1,312	1,307	1,305	1,303	-0.2
	Employees (thousands)	279.0	265.0	265.0	256.0	250.0	-2.3
	Capacity utilization (percent)	85	89	84	89	92	3.4
	U.S. shipments (million dollars)	227,002	244,835	263,546	260,779	260,492	-0.1
	U.S. exports (million dollars)	22,651	26,209	29,379	29,979	34,681	15.7
	U.S. imports (million dollars)	127,257	133,264	134,286	142,750	146,169	2.4
	Apparent U.S. consumption (million dollars)	331,608	351,889	368,453	373,549	371,980	-0.4
	Trade balance (million dollars)	-104,606	-107,054	-104,907	-112,770	-111,488	1.1
	Ratio of imports to consumption (percent)	38.4	37.9	36.4	38.2	39.3	2.9
	Ratio of exports to shipments (percent)	10.0	10.7	11.1	11.5	13.3	15.7

See footnote(s) at end of table.

Table TE-10—*Continued*
Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2001–2005

USITC code	Industry/commodity group	2001	2002	2003	2004	2005	Percent change, 2005 from 2004
ET010	Certain motor-vehicle parts:						
	Number of establishments	3,150	3,125	3,125	3,125	(1)	(1)
	Employees (thousands)	545.0	525.0	525.0	520.0	500.0	-3.8
	Capacity utilization (percent)	75	80	73	74	(1)	(1)
	U.S. shipments (million dollars)	122,000	128,000	124,000	126,500	127,000	(2)
	U.S. exports (million dollars)	26,521	26,651	25,625	27,741	28,292	2.0
	U.S. imports (million dollars)	23,977	27,761	30,897	35,045	38,908	11.0
	Apparent U.S. consumption (million dollars)	119,456	129,110	129,272	133,804	137,616	2.8
	Trade balance (million dollars)	2,544	-1,110	-5,272	-7,304	-10,616	-45.3
	Ratio of imports to consumption (percent)	20.1	21.5	23.9	26.2	28.3	8.0
	Ratio of exports to shipments (percent)	21.7	20.8	20.7	21.9	22.3	1.8
ET011	Motorcycles, mopeds, and parts:						
	Number of establishments	60	60	65	70	75	7.1
	Employees (thousands)	11.0	12.0	12.0	12.0	13.0	8.3
	Capacity utilization (percent)	85	85	85	85	85	0.0
	U.S. shipments (million dollars)	4,300	5,200	6,100	6,800	7,500	10.3
	U.S. exports (million dollars)	742	793	864	917	983	7.2
	U.S. imports (million dollars)	2,870	2,927	3,213	3,809	4,277	12.3
	Apparent U.S. consumption (million dollars)	6,428	7,334	8,449	9,691	10,793	11.4
	Trade balance (million dollars)	-2,128	-2,134	-2,349	-2,891	-3,293	-13.9
	Ratio of imports to consumption (percent)	44.6	39.9	38.0	39.3	39.6	0.8
	Ratio of exports to shipments (percent)	17.3	15.3	14.2	13.5	13.1	-3.0
ET012	Miscellaneous vehicles and transportation-related equipment:						
	Number of establishments	1,640	1,676	1,665	1,670	1,670	0.0
	Employees (thousands)	92.0	90.0	90.0	98.0	98.0	0.0
	Capacity utilization (percent)	60	64	65	68	68	0.0
	U.S. shipments (million dollars)	19,480	19,120	20,010	23,421	24,000	2.5
	U.S. exports (million dollars)	2,658	2,725	3,187	3,803	4,997	31.4
	U.S. imports (million dollars)	2,364	2,744	2,926	3,386	4,084	20.6
	Apparent U.S. consumption (million dollars)	19,187	19,139	19,749	23,004	23,087	(2)
	Trade balance (million dollars)	293	-19	261	417	913	118.9
	Ratio of imports to consumption (percent)	12.3	14.3	14.8	14.7	17.7	20.4
	Ratio of exports to shipments (percent)	13.6	14.3	15.9	16.2	20.8	28.4

See footnote(s) at end of table.

Table TE-10—*Continued*
Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2001–2005

USITC code	Industry/commodity group	2001	2002	2003	2004	2005	Percent change, 2005 from 2004
ET013	Aircraft, spacecraft, and related equipment:						
	Number of establishments	200	210	200	190	210	10.5
	Employees (thousands)	381.0	324.9	325.5	323.9	338.2	4.4
	Capacity utilization (percent)	75	55	52	65	80	23.1
	U.S. shipments (million dollars)	64,765	53,338	43,365	50,503	55,087	9.1
	U.S. exports (million dollars)	42,535	41,447	37,835	40,076	47,981	19.7
	U.S. imports (million dollars)	21,027	17,636	16,910	16,485	16,475	(2)
	Apparent U.S. consumption (million dollars)	43,257	29,527	22,441	26,911	23,581	-12.4
	Trade balance (million dollars)	21,508	23,811	20,924	23,592	31,506	33.5
	Ratio of imports to consumption (percent)	48.6	59.7	75.4	61.3	69.9	14.0
	Ratio of exports to shipments (percent)	65.7	77.7	87.2	79.4	87.1	9.7
ET014	Ships, tugs, pleasure boats, and similar vessels:						
	Number of establishments	1,600	1,600	1,600	1,200	1,685	40.4
	Employees (thousands)	112.0	113.0	115.0	144.0	145.0	0.7
	Capacity utilization (percent)	56	57	60	70	85	21.4
	U.S. shipments (million dollars)	14,000	14,100	14,300	15,000	20,000	33.3
	U.S. exports (million dollars)	1,820	1,234	1,195	1,659	1,950	17.5
	U.S. imports (million dollars)	1,411	1,413	1,932	1,888	2,350	24.5
	Apparent U.S. consumption (million dollars)	13,590	14,279	15,036	15,229	20,400	34.0
	Trade balance (million dollars)	410	-179	-736	-229	-400	-74.6
	Ratio of imports to consumption (percent)	10.4	9.9	12.8	12.4	11.5	-7.3
	Ratio of exports to shipments (percent)	13.0	8.8	8.4	11.1	9.8	-11.7

See footnote(s) at end of table.

Table TE-10—*Continued*
Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2001–2005

USITC code	Industry/commodity group	2001	2002	2003	2004	2005	Percent change, 2005 from 2004
ET015	Motors and engines, except internal combustion, aircraft, or electric:						
	Number of establishments	335	335	335	335	([1])	([1])
	Employees (thousands)	40.0	40.0	40.0	40.0	([1])	([1])
	Capacity utilization (percent)	68	70	([1])	([1])	([1])	([1])
	U.S. shipments (million dollars)	6,300	6,600	6,400	6,500	6,500	0.0
	U.S. exports (million dollars)	508	479	578	668	837	25.4
	U.S. imports (million dollars)	784	700	834	1,066	1,360	27.5
	Apparent U.S. consumption (million dollars)	6,576	6,821	6,656	6,899	7,023	1.8
	Trade balance (million dollars)	-276	-221	-256	-399	-523	-31.2
	Ratio of imports to consumption (percent)	11.9	10.3	12.5	15.5	19.4	25.2
	Ratio of exports to shipments (percent)	8.1	7.3	9.0	10.3	12.9	25.2

[1] Not available.
[2] Less than 0.05 percent.

Note.—Calculations based on unrounded data.

Source: These data have been estimated by the Commission's international trade analysts on the basis of primary and secondary data sources including discussions with various Government and industry contacts. These estimated data are subject to change either from secondary sources or from detailed surveys the Commission often conducts in the course of statutory investigations or other work. Further, these data may undergo adjustments based on revisions in tariff nomenclature, classification practices, or redefinitions of industry classes.